

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4806

號一十月六年一十三緒光

THURSDAY, JULY 13 1905.

四拜禮

號三十月七年七英港

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
Sterling Reserve.....\$18,000,000
Silver Reserve.....\$8,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. H. W. SLADE, Esq., Deputy Chairman.
Hon. G. W. DICKSON, Esq., E. Schubert, Esq.
E. Goetz, Esq., E. Schallim, Esq.
G. H. Medhurst, Esq., Hon. R. Shewan.
A. J. Raymond, Esq., N. A. Siebs, Esq.
F. Salinger, Esq.,

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$3,250,000
RESERVE FUND.....GOLD \$3,250,000

HEAD OFFICE:
NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vieux Road,
Hongkong, 26th May, 1905.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 9,710,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. NEW YORK.
NAGASAKI. HONOLULU.
LYONS. SHANGHAI.
SAN FRANCISCO. NEWCHANG.
BOMBAY. MUKDEN.
TIENSIN. PORT ARTHUR.
PEKING. CHEFOO.
LONDON. DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.

On Fixed Deposits for 12 months at 5 per Cent. per Annum.

On Fixed Deposits for 6 months at 4 per Cent. per Annum.

On Fixed Deposits for 3 months at 3 per Cent. per Annum.

On Fixed Deposits for 1 month at 2 per Cent. per Annum.

On Fixed Deposits for 1 week at 1 per Cent. per Annum.

On Fixed Deposits for 1 day at 1/2 per Cent. per Annum.

On Fixed Deposits for 1 hour at 1/4 per Cent. per Annum.

On Fixed Deposits for 1 minute at 1/8 per Cent. per Annum.

On Fixed Deposits for 1 second at 1/16 per Cent. per Annum.

On Fixed Deposits for 1/1000th of an Annum at 1/1000th per Cent. per Annum.

On Fixed Deposits for 1/10000th of an Annum at 1/10000th per Cent. per Annum.

On Fixed Deposits for 1/100000th of an Annum at 1/100000th per Cent. per Annum.

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On Fixed Deposits for 1/1000000000000000000000000000000th of an Annum at 1/1000000000000000000000000000000th per Cent. per Annum.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MOJI and KOBE	MARAGO	W.H.	Freight only.
LONDON, &c.	SIMLA	C. D. Goldsmith, R.N.R.	July 15th, Noon. See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	JAVA	B. Barcham	About 20th July. Freight and Passage.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 13th July, 1905.

Intimations.

LANE, CRAWFORD & CO.



LANE, CRAWFORD & CO.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED FOOSHOW TEA.

PRICES:

Including Freight, Duty and Delivery to any address in the United Kingdom,
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.
Hongkong, June 16th, 1905.

CALDBECK, MACGREGOR & CO.



WINE AND SPIRIT
MERCHANTS,
15, QUEEN'S ROAD.

Telephone
No 75.

Hongkong, 4th July, 1905.

ESTABLISHED 1864.

E. C. WILKS & CO., CONSULTING ENGINEERS, ETC.,

are Sole Agents for—

The General Electric Co. of London, and have a

large stock of Electric Fittings, Cables,
Wire, Lamps, Electroliers, etc., on hand.

AT 12, BEAconsfield ARCADE,
HONGKONG.

INSPECTION INVITED. ESTIMATES GIVEN.

Also Sole Agents for:

H. W. John's Canadian Asbestos Goods,
stock on hand.

THORNYCROFT MOTORS.

W. H. ALLEN & SON, BEDFORD.

Stewart & Lloyd's Steel Plates, Angles,
Tubes, &c.

Hongkong, 1st June, 1905.

Intimations.

Anywhere and
any time.

BOVRIL is the right thing.
Being a perfectly scientific combination of the nourishing and the stimulating properties of beef, BOVRIL will always give a good account of itself.

BOVRIL



TRY IT
"CLUB"
THAT'S ALL.

Pronounced the best Scotch Whisky at the price
on the Market.

Per Dozen - \$14.00

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 22nd June, 1905.

PHOTO SUPPLIES.

LONG, HING & Co.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905.

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905.

CONNAUGHT HOTEL.

HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the Banks,
PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Flush Water Lavatories.
Hydraulic Elevator. Excellent Cuisine and Wines.
Hot and Cold Water Baths and Shower Baths. Under European Management.
Launch Service for Guests.

Hongkong, 16th June, 1905.

HOTEL CRAIGIEBURN,

PIONNET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 662.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1905.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

29)

KOWLOON. J. W. OSBORNE,
Proprietor and Manager.

VICTORIA HOTEL, MACAO HOTEL,
SHAMEN, CANTON, MACAO, CHINA.

ON THE BRITISH CONCESSION.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER-EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

WM. FARMER, Proprietor.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—7, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Malakka, Kure, Shimodake, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura, Onoura, Otsuji, Sasahara, Tsubakura, Yoshinotani, Yoshio, Yokokawa and other Coals.
S. MINAMI, Manager, Hongkong.

HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 12.30 p.m. ... Every 15 minutes.
12.30 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m.; 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Vieux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 18th July, 1905.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1905.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones
"POWAN"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN"	2,260 "	R. D. Thomas
"HANKOW"	3,073 "	C. V. Lloyd
"KINSHAN"	1,995 "	J. J. Lossius

Departures from Hongkong to Canton daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from Canton to Hongkong daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.
 Time-table: Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, Captain W. A. Valentine.

S.S. "NANNING" 569 tons, Captain C. Butchart.

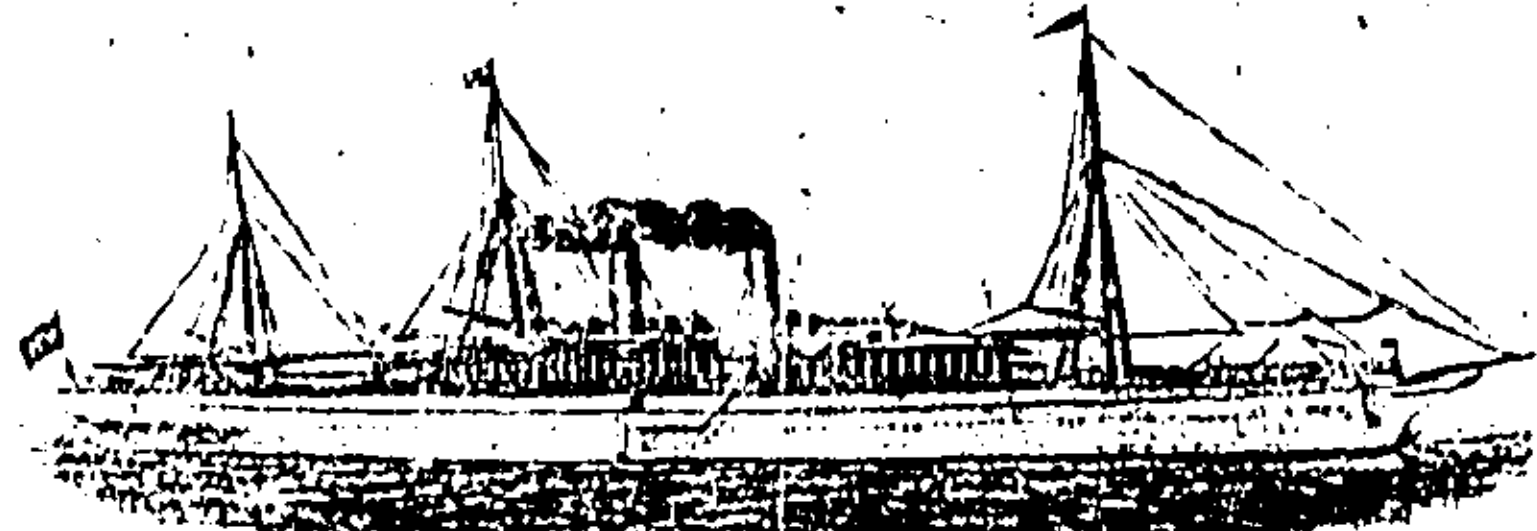
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunking, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 1st July, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG:—(SUBJECT TO ALTERATION).

Steamers	Tons	Commanders	Sailing Dates
R.M.S. "EMPERESS OF CHINA"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 2nd Aug.
"ATHENIAN"	7,440	S. Robinson, R.N.R.	WEDNESDAY, 9th Aug.
"EMPERESS OF INDIA"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 23rd Aug.
"TARTAR"	4,425	W. Davidson, R.N.R.	WEDNESDAY, 13th Sept.
"EMPERESS OF JAPAN"	6,000	I. Pybus, R.N.R.	WEDNESDAY, 20th Sept.

Hongkong to London, via Canada, via St. Lawrence 60. Via New York 62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail 40. " 42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 D. E. BROWN, General Agent,
 Hongkong, 12th July, 1905.

HAMBURG-AMERIKA LINIE.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMERS	DESTINATIONS	SAILING DATES
BRISGAVIA	HAYRE, ANTWERP and HAMBURG.	17th July.
Rosa	(Calling at SPOR, PENANG and COLOMBO.)	Freight.
SITHONIA	HAYRE, BREMEN and HAMBURG.	20th July.
Hildebrandt	(Calling at SPOR, PENANG and COLOMBO.)	Freight.
ACILIA	HAYRE and HAMBURG.	29th July.
Schulle	(Calling at SPOR, PENANG and COLOMBO.)	Freight.
SPERZA	HAYRE and HAMBURG.	9th August.
Ehler	(Calling at SPOR, PENANG and COLOMBO.)	Freight.
SAMBIA	HAYRE and HAMBURG.	23rd August.
Lding	(Calling at SPOR, PENANG and COLOMBO.)	Freight.
RHENANIA	HAYRE and HAMBURG.	6th Sept.
Förck	(Calling at SPOR, PENANG and COLOMBO.)	Freight and Passengers.
SCANDIA	HAYRE and HAMBURG.	20th Sept.
v. Doehren	(Calling at SPOR, PENANG and COLOMBO.)	Freight and Passengers.
VANDALIA	NEW YORK VIA SUZ, about beginning of Oct.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Fully qualified Doctor and Stewards are carried.

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.

D. NOMA, TATTOOER

THE Public are informed that my Parlours are open from 9 A.M. till 5 P.M. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANTE, BLACK-SEA AND BALTIC PORTS;
 Also
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
SACHSEN	THURSDAY, 20th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAVERN	WEDNESDAY, 11th October.
GRINSEAU	WEDNESDAY, 25th October.
PRINZ ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON THURSDAY, the 20th day of July, 1905, at Noon, the Steamship SACHSEN, Captain F. von L. Petersen, with MAILS, PASSENGERS, SPECIMENS and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 18th July, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 19th July, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 19th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.
 Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS	Tons	SAILING DATES
PRINZ WALDEMAR	3,227	TUESDAY, 25th July.
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.
WILLEHAD	4,761	TUESDAY, 19th September.

ON TUESDAY, the 25th July, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain C. Wollemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
KOBE & YOKOHAMA	PRINZ SIGISMUND	TUESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH	WEDNESDAY, 19th July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd August.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 13th July, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUHONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.
 THE steamers pass through the straits producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.
 Fare for the Round Trip \$12.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 Messrs. BUTTERFIELD & SWIRE,
 Agents,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 5th July, 1905.

Intimations.

BAY VIEW HOUSE, MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:

"BAYVIEW, MACAO."

Macao, 7th June, 1905.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.
 Hongkong, 30th September, 1905.

Gold Medals PARIS 1889 & 1900

Regd Brand

HARRIS, CALNE & WILTS-England.

REPRESENTATIVES FOR HONGKONG & CHINA,

HOWARD & Co.,

50, Queen's Road Central, Hongkong.

Hongkong, 19th May, 1905.

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS

AND COMPRADORS, COAL MERCHANTS

AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and

Ballast supply from alongside at the shortest notice and with all possible dispatch.

Moderate terms.

Orders solicited.
 Hongkong, 23rd February, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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THE ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

IN
 RAILWAYS, MINES, WATER SUPPLIES,
 REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS, HONGKONG.

Hongkong, 12th July, 1905.

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"MINIMAX"

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
 NO PUMPS. NO HOSE. NO AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine,
 Guaranteed to remain in working order for any length of time.
 SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

"MINIMAX" Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.
 Hongkong, 10th May, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.

10, D'AGUIAR STREET, HONGKONG.

(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON. CALCUTTA. SHANGHAI.
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanjing Road.
 Hongkong, 24th March, 1904.

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COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sun day excepted, to receive and deliver perishable goods.

Wm. PARLANE, Manager.

Hongkong, 22nd June, 1905.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 11

Is-House Road.

Is now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1904.

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905.

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OAF WEIMANN.

THE Public are invited to pay a visit to our new Tiffin Rooms.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN FASS BEER ON

DRAUGHT.

Entrance—

No. 1A, WYNDHAM STREET.

Hongkong, 21st April, 1905.

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Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY

GEO. C. SANDEMAN SONS &
CO., LTD.

Per dozen.

Light Dry	\$13.00
Solera	18.00
Very Pale Dry	18.00
Full Golden	21.00
Pale Dry Nutty	24.00
Fine Old Brown	36.00

A. S. WATSON & Co.,
LIMITED.

Agents in Hongkong and South China for

SANDEMAN'S WINES.

ESTABLISHED 1841.

Hongkong, 22nd June, 1905.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR.

ITALIAN WINES

ASTI, MOSCATO,

BAROLO & BARBERA

FROM

G. LENTI,

ALESSANDRIA, PIEDMONT.

ALSO

TABLE OLIVET IN OAKS.

Hongkong, 13th July, 1905.

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 13, 1905.

A PHASEFUL CONQUEST.

Prince and Princess Arisugawa, who have been fêted and lionised in all the chief political centres of Europe, have at last turned their faces homeward. The time has passed when scions of the blood royal of Japan could be ignored by European monarchs and statesmen. Japan has proved conclusively that a new star has risen in the East and in future deliberations the position and claims of Japan must be considered and honoured. For Japan has accomplished what the great majority of Western nations feared to attempt; she has muzzled the white bear, driven her cubs from the country in which she had no rightful place, and ensured the peace of the world for years to come. The visit of Prince Arisugawa to Europe at this most propitious time afforded the Powers an opportunity of showing how highly Japan's victories in the Far East were appreciated, and how anxious all were to welcome the new Power into the councils of nations. The primary object of Prince and Princess Arisugawa's trip to Europe was to represent the Emperor of Japan at the marriage of the German Crown Prince. But, as it proved, the visit partook more of the nature of a triumphal pageant through France, Germany and England than a mere expression of Eastern courtesy. In Paris, where the friends of Russia abound, the Prince and Princess were received with every token of respect, their welcome was enthusiastic and not a word in derogation of Japan or the Japanese was heard. Pierre Loti has done something to educate the French classes in matters oriental; but the reception of Prince Arisugawa and his consort was spontaneously pleasing on the part of the people as a whole. In Germany, as might have been expected, the Emperor improved the occasion to some purpose, and if His Majesty used the expression that "the Japanese are the scourge of God," which he afterwards recalled, he showed practically and unmistakably his desire to cement his nation's friendship with Japan. On proceeding to England honours without end were showered on the representatives of the Mikado. England's new ally was fêted and feasted in the persons of the Prince and Princess. Even the murky, disagreeable weather which prevailed in the metropolis during the Royal visit did not subdue the enthusiasm of the people, and the coming of King Alfonso to London could not overshadow the distinguished personalities from Japan. The Briton knows only one way of showing his regard and that is by a gastronomic display. Prince and Princess Arisugawa have survived the interminable round of feasts and banquets, to say nothing of the addresses from Corporations and Councils, and the whirlwind of flattery, which began when Their Royal Highnesses first stepped on English soil and continued until the *Freussen* left Portsmouth, has not affected the simple modesty and high dignity of the Emperor of Japan's envoys. They have seen England for themselves; visited the Elswick works whence a great part of Togo's fleet has come; and launched one of the largest battleships in the world. When the Royal party return to Japan they will be able to speak of the feeling which exists in Europe towards Japan, as the result of the victories obtained by Togo, Kuroki and Oyama. They will also be able to show how Japan in a couple of years has advanced from a third-rate power into the first-class, and the astute statesmen of Japan will know how to take advantage of that fact. The visit of Prince and Princess Arisugawa to Europe was most opportune; it could not have been better timed if the Emperor's representatives had waited for a decade to find the proper season. It has brought forth expressions of unbounded congratulations from all the Powers, and it has helped, we may trust, to lead the statesmen of the West to value and acknowledge the potentialities of that alliance between Great Britain and Japan which is now securely based on mutual friendship and admiration.

LOCAL AND GENERAL.

MESSRS. W. G. Humphreys & Co. as agents for the State Fire Insurance Co., of Liverpool, send us a neatly made paper knife.

AMONG the recent victims of heat stroke in Calcutta is Captain Sandilands, the commander of the Asiatic steamer *Nairang*.

THE steamer *Moldavia* left London on 9th ult. with the following specie for: Hongkong, coin silver, £35,214; and Shanghai, bar silver, £5,000.

A MARRIAGE has been arranged, and will shortly take place at Shanghai, between Horace, youngest son of Sir Thomas Hanbury, K.C.V.O., of La Mottola, Italy, and Mary Beatrice, younger daughter of the late Mr. William Morgan Browne, and of Mrs. Morgan Browne, Maison Midi, Mentone.

WARREN'S Circus, according to latest reports, is just now at Java and drawing very good houses, in spite of the presence of five other circuses.

MAJOR H. de T. Phillips will command the Royal Artillery in South China, from to-day, until the return of Lieut.-Col. F. E. Ken, from leave of absence.

THE influx of coolies into Ceylon continues, and for the first week this month the landings averaged over 800 a day. The number during April was 22,000 as against 5,199 in the same month last year.

FIVE applicants for positions as harbour pilots were examined at the Harbour Master's office yesterday. Two of them—Lao Wah Kum and Lou K—were successful. The board was composed of Mr. R. Basil Taylor, Lieut. McCallum, R.N., and Capt. T. P. Hall and Capt. F. Brown.

THE undermentioned arrived on the R.I.M.S. *Dufferin* to-day—Royal Garrison Artillery.—Major H. de T. Phillips, Lieut. H. W. T. Smith, and Lieut. H. P. Garwood; 19th Infantry.—Lieut. W. H. Hodgson; and Royal West Kent Regiment; 1 Color Sergeant, wife and child, 3 Rank and File, prisoner and escort.

By the s.s. *Bentley* another recruit, Kenneth McLellan, arrived to join the Hongkong Police Force, after serving in the Glasgow Force. The new constable is a cousin of Mr. McLellan, late Inspector of Police here, who was the best shot in the force, and who retired some two or three years ago. Mr. Kenneth McLellan was sworn in as a constable before Mr. F. A. Hazeland this morning.

THE City Hall Museum is closed until further notice for repairs, and the Library will be closed on Monday next for repair until further notice. A public reading room for newspapers and magazines will be opened on the first floor of the City Hall daily from 9 a.m. to 6 p.m., and all books out on loan should be returned to the clerk in the reading room, but no books can be issued until the Library is reopened.

BEFORE his Honour, Mr. A. G. Wise, Puisne Judge, yesterday, the case of Ma Tsun Ku and Max Yam Si against Leung Yam and Ho Kong, concluding for \$900 in respect of rent for a steam launch under charter party was heard. Mr. F. X. d'Almeida Castro appeared for the plaintiffs and Mr. F. P. Hett represented the defendants. After evidence has been led, the Court found for the defendants with costs.

CALCUTTA is now experiencing an ice famine and the itinerant vendors are reaping a rich harvest. The factories are working at full pressure and doing all in their power to meet the demands. People have gone so far as to forward doctors' certificates stating that the ice is required urgently in the hope that their requirements may be supplied, but it is not always possible for machines to turn out more ice than they are constructed to do.

WE have received from the Hongkong branch of the Norwich Union Fire Insurance Society, a copy of the report for the year 1904. This shows that the net premium income for the year ending 31st December, 1904, amounted to £1,173,072 17s. 4d. The losses (paid and outstanding), inclusive of those arising from the conflagrations at Baltimore and Toronto, were £752,467 19s. 11d., being 64.14 per cent. of the premiums.

SIX weeks' hard labour, six hours in the stocks, 12 strokes with the birch, and a recommendation for banishment, was the sentence meted out by Mr. G. N. Orme this morning on a coolie who broke into 128, Praya East, and stole some trifling articles. It appears that the prosecutrix, a foreigner, woke up and saw the prisoner at the dressing table. She sprang out of bed, seized the man, and called to the amah to bring the police. Sergeant Lee afterwards arrested the coolie.

IN the Court of Summary Jurisdiction to-day—before His Honour Mr. A. G. Wise, Puisne Judge—Cheng Po ing, engineer, 65, Kennedy Street, Yaumati, sued the Kin Cheong Kun See, brick-makers, 67, Kennedy Street, Yaumati, for the sum of \$230.20 being a balance due by the defendants for wages. The plaintiff was represented by Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist; the defendants did not appear nor were they represented. The plaintiff had earned \$120 for the period between 24th October, 1904, and 18th May, 1905—being paid at the rate of \$60 a month. He had also supplied provisions to workmen from 5th February to 8th March at a cost of \$11.50. The sum of \$201.30 had been paid on account, however, leaving \$230.20 still due. Judgment was given for the plaintiff with costs.

LU Cho Fong, an unemployed coolie, was charged before Mr. F. A. Hazeland this morning with obtaining by false pretences, with intent to defraud one Fai Yong, a bill-collector, of 16 Bridges Street, on the 6th inst, the sum of \$100, and on the 12th idem a further sum of \$100. Complainant's wife resides at Canton to look after her landed property, and the defendant was formerly in her employ. On the 6th inst. he sent a letter to the complainant in the name of the latter's wife asking him to pay \$100 to defendant for her. Defendant called that evening and received the \$100. Complainant wrote and told his wife that he had paid the \$100 as requested by her, and received her reply to the effect that she had never asked him to pay any \$100 to anybody. Consequently, when the defendant sent a second letter arrangements were immediately made to arrest him. A policeman was hidden in the room, and defendant on arrival was invited to enter, and, in sight of the policeman, received a banknote for \$100, when, to his consternation, he was arrested. Placed before Mr. F. A. Hazeland this morning he had nothing to say and was sent to prison for three months with hard labour and six hours in the stocks.

THE V. R. U. magazine for July is to hand with its usual record of local sport and a number of interesting articles.

SIR Richard Temple Rennie, of 115, Piccadilly, Chief Justice of the Supreme Court of China and Japan, 1882-95, left estate valued at £8,059.

THE following appears in the *Journal*:—"M. Beau, Governor of Indo-China, will not return to Saigon. His recall, which is a final one, is not an isolated measure, it is the commencement of a general reform of Colonial administration. M. Beau's recall is sufficiently explained by the internal affairs of the Colony. The Governor is said to have made decisions unacceptable to the Government in several very delicate matters relating to concessions and the appointment of officials.

THE case in which Mr. Havas of the Sandow Company issued a writ against Mr. Sandow for damages for wrongful dismissal has been settled out of Court, says the *Strait Times* of 7th inst. The circumstances of the case are no doubt yet fresh in the public memory. Mr. Havas, who is one of the exponents of Sandow's methods of physical culture, joined his company in Europe. He is an expert fencer and by nationality is a naturalised British subject though born in Poland. The allegation made against him when he was discharged from the troupe in Penang was that he had gone on the stage the worse for liquor. This he denied. The case has been mutually settled by the payment to plaintiff of a sum of £75.

THE Pope has addressed an autograph letter to the Emperor of Japan, thanking him warmly for the liberty granted to Roman Catholic missionaries in Manchuria, for the permission granted to them to enter the country, and for the assistance given them in establishing their houses. The letter has been sent to Monsignor Alvarez, the Apostolic Prefect of Seikoku, who will deliver it to the Emperor. There were formerly two apostolic vicariates in Manchuria, one at Mukden and the other at Kirin. Their work, however, received no assistance from the Russian authorities, and after the Shimonski Treaty, the missionaries gradually quitted the country. Since the Japanese entered Korea the apostolic vicariate at Seoul has developed greatly.—*L. & C. Express.*

ON account of the number of complaints lately made to the detective department of burglarious entries being made into houses in the early hours of the morning, a number of detectives have been lately specially deputed to watch the movements of all suspicious-looking characters, and arrest them if necessary. This morning, as one of these detectives was standing in a doorway in West Street, a man came up to him and asked him what he was doing there. The detective said "my duty." He was then asked who he was, and said he was a detective, but his interlocutor said he did not believe him, and he must give him proof. The detective thereupon produced his official card, but the other man still refused to believe the detective's story, and said he should search him. The detective then, in his turn, asked the other who he was, and was told an excise officer, and he must be searched. This was objected to, and the excise man summoned to his aid some of his colleagues, and after assaulting the detective, they searched him, but, of course, found nothing. The detective then arrested his assailant and took him to the station where he was charged with assault, and interfering with the detective in the execution of his duty. It was pointed out, when the case came before Mr. G. N. Orme, that it was useless for the detective police to try and do their duty if they were to be unwarrantably molested by the excise men.—His Worship ordered the excise man to enter into a bond for \$100 to be of good behaviour for 12 months.

ONE of the features of modern educational effort, is the wonderful advance made in the preparation and character of the school books. A couple of decades ago, a school book which pretended to be interesting was considered slightly, and apt to distract the pupil's attention. At the present time enlightened opinion is all in the other direction. A school book is crammed with facts certainly, but these facts are clothed in such a variety of style that the pupil acquires knowledge almost unconsciously. The well known "Geography of China and the World," which has seen long service in the Far East, is a case in point. The Geography even in its original form attracted the attention and sustained the interest of young scholars. A new edition of this excellent school book has now been issued and it is a most creditable production. It is primarily intended for Chinese students and, consequently, much space is devoted to the topographical features of China, the products and physical geography of the various provinces and a rapid survey of China's position. Nothing is laboured; there is no useless and soul-harrowing lists to commit to memory. Instead, the idea of the compilers has been to produce a schoolbook which would catch the eye and the ear of the scholar and in this they have succeeded beyond praise. Each of the states of the world is surveyed, mention made of the chief towns and industries, and scraps of history are included to brighten the pages and enable the reader to comprehend events which would otherwise be obscure. The "Geography of China and the World" is admirably suited for Chinese students; it is compact, informative, and, above all, interesting even to those who can barely recall their school days. It contains 45 maps, of which 18 deal with the provinces in China. In political, statistical and commercial information the book is brought up to January of this year, and although many events of world-wide interest—such as the war and the secession of Norway—have occurred since then, the Geography may be said to be thoroughly up to date. It is published by the Christian Literature Society, London; and the Society for the Diffusion of Christian and General Knowledge, Shanghai.

FOUR other cases of plague were reported during the twenty-four hours ended at noon to-day.

NEWS has been received in Sydney of another murder at the New Hebrides, the victim being S. Trumble, brother of the well-known cricketer.

IT has been suggested to us that the sanitary authorities might turn their attention to a public nuisance which exists outside of the Magistracy. The suggestion might have been sent in the form of a letter to the secretary of the Sanitary Board.

ANOTHER richaka-coolie was before the Court this morning, charged with unlawful possession of a police-stamp, believed to be a counterfeit presentation of the stamp used by the police to certify the licensing of vehicles. He was sentenced to one month's hard labour.

THE peasants over in the New Territory are now gathering in their first rice harvest of the year. The grain is reported to be of an exceptionally good quality and is selling in the local markets at from \$2.50, for medium, to \$3 for first-class quality, per picul. It is a pity that the spring rains did not fall earlier as large patches of ground have been lying idle owing to want of water.

FRIDAY next, July 14th, being the French National Fête, the offices of the French Consulate, Prince's Building, will be closed during the whole day. The Consul for France will be pleased to welcome at his official residence, 10, Macdonnell Road, between 9.30 and 10.30 a.m., the members of the French community, and between 11 and 1 p.m. the British and foreign officials and officers, as well as his foreign colleagues, who may wish to call on this occasion.

TWO seamen from the s.s. *Aditi*, named Simpson and Hicks, were charged before Mr. F. A. Hazeland with unlawfully remaining in the Colony after their ship had left. The men pleaded guilty and said that they did not want ever to go back on board that vessel. They stated that their bodies were covered with marks from the treatment they received from the officers on board, so that they could not stand it any longer. The same thing happened in Kobe, but when they went to the Consul he said he could not do anything for them and told them to get back aboard. His Worship said if they were assaulted in this harbour they should have told the police, and asked them why they did not do so. They said they went to the "Board of Trade" office (Harbour office), and were told nothing could be done so they had to leave the ship in self-protection. The case was remanded until Saturday morning.

LI Kwai, a shop coolie, employed in the Kwong Hing firm, was charged before Mr. G. N. Orme, this afternoon, with embezzling various sums amounting to \$150, the property of Fung Fuk. Mr. G. Morrell, of the Crown Solicitor's office, appeared for the prosecution and Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, for the defence. Fung Fuk, partner in the Kwong Hing firm, said his duty was to attend in the shop, but not to receive any money on behalf of the firm. Late in March the managing partner went to collect some bills, and it was then discovered that the money had been paid to Li Kwai, who had not accounted for it. Defendant admitted receiving the money, and was told by witness that he must replace it. On the 13th of May defendant went away, and on the 3rd instant, witness, learning that defendant had returned to Hongkong, came back. The next day he questioned him about refunding the money, when defendant said he had no cash to refund it with then, but if witness would re-engage him he would do so.—Mr. Beavis cross-examined at length, and the case was adjourned.

THIS morning, before Mr. F. A. Hazeland, Li Yun, Ip 1, and Wong Kin, seamen of junk No. 31,844, were charged with being in unlawful possession of 71 cartons of gunpowder, three cases of cartridges, a quantity of fuses, detonators, and dynamite, without the authority and permission of the Captain Superintendent of Police, and, further, while having the explosives on board did anchor their boat within 500 yards distance from other boats in Yaumati Bay, on the 12th inst.—Inspector Macdonald said that on account of information received a Chinese constable went on board the defendants' junk, and found three boxes of cartridges. He then arrested the defendants and took them to the station, leaving another constable on board. Later he returned to the junk, and in the stern of the boat found five bags of gunpowder. The first defendant then produced the key of the locker, and on opening it witness found six packages of detonators, and in the hold he found a quantity of fuses and dynamite. Defendants had no licence. The second and third defendants were the first defendants' *fohls*. When he boarded the junk he was within 500 yards of other boats in Yaumati Bay.—The first defendant said the master was away, and he knew nothing whatever about the matter.—The second defendant said he did not know the master had any explosives on board. He was taking rice when he was suddenly arrested.—The third defendant said he was only a servant on board. He did not know anything about the matter, nor did he know where the master was.—His Worship said it looked as if this story of the master being away and his whereabouts unknown was all a dodge of the defendants, but he would give the first defendant a last chance of an adjournment, if he wished to find the "master".—First defendant still said he did not wish it.—The case was remanded until to-morrow for His Worship to consider the degree of liability of the men. If not the master of the junk, the first defendant was at least in possession of the key where some of the explosives were found.

TELEGRAM

[Private.]

SHANGHAI LAND CO.

INTERIM DIVIDEND.

Shanghai, 18th July, 1905.

The Shanghai Land Investment Co., Limited, has declared an interim dividend of Three taels per share. [We are indebted to Messrs. Benjamin, Kelly and Potts for the above telegram.—Ed., H.A.T.]

CAR CONDUCTOR'S ACTION.

DAMAGES CLAIMED FROM SANITARY INSPECTOR.

In the Court of Summary Jurisdiction this afternoon—His Honour Mr. A. G. Wise, Puisne Judge, on the bench—an action for damages for illegal arrest was opened. Chung Fook, a car conductor, claimed \$500 damages from Dennis O'Keefe, sanitary inspector, Percival Street, for having on 18th June last taken the plaintiff to No. 2, Police Station and charged him with stealing 30 cents.

Mr. H. W. Looker of Deacon, Looker and Deacon appeared for the plaintiff; and Mr. F. R. Hett of Brutton, Hett and Goldring represented the defendant.

From the evidence led for the plaintiff it appeared that on the night of the 18th June, between 9 and 10 p.m. the defendant O'Keefe, three ladies, a "small" baby and a Mr. Leonard, boarded a tramcar near the Sailor's Home. When the plaintiff came to collect the fares the defendant handed him some coins. At that moment the trolley lost the wire and the car was plunged into darkness. The conductor had to get off the car and assist in getting the trolley on to the wire again. When he had done that, he came back to the defendant and his friends. He opened his hand and found that there were only 45 cents there instead of 75 cents, the proper fare. When the defendant was asked for more money, he maintained that he had paid the full amount and alleged that the plaintiff had stolen 30 cents. There was a ticket inspector on the car and he was called. Defendant refused to pay the additional 30 cents and when challenged replied—"I have paid him 75 cents and I will charge him and get him six months' hard labour and six hours in the stocks." At No. 2 Police Station, they all got off, and the conductor was charged with the felony of 30 cents. The sergeant at the station, however, refused to accept the charge, holding that the evidence was too weak. Then they all went to the house of the traffic inspector, Mr. Course, in Morrison Hill Road, and the complaint was made to him. Mr. Course was sceptical, because he did not think a car conductor would steal money when there was a ticket-inspector on the car. It was brought out, in evidence, that the conductor had to follow the plaintiff to the police station when a charge was made against him. Mr. Course said there had been trouble with the defendant O'Keefe before. There was a breakdown, and defendant demanded his money back. He was told to wait a few minutes and the car would go on again, but he still demanded his fare back. "He was not satisfied," remarked Mr. Course. The plaintiff said that he thought the defendant on 18th June was "eight-tenths drunk"—[laughter]. The police sergeant said that the defendant was "sober but excited," and another witness said that he "was excited and speaking loudly."

The case for the plaintiff was closed and the hearing adjourned till Monday next.

COLONEL WESTERN'S SUCCESSOR.

Major H. G. Fitton, D.S.O., second in command of the 1st Battalion the Queen's Own Royal West Kent Regiment, at Malta, has been selected for the command of the 2nd Battalion at Hongkong, when Brevet-Colonel W. G. B. Western, C.B., retires in a few weeks under the four years' rule. Major Fitton is every inch a soldier—and there are a good many of them, as he is one of the tallest officers in the British Army. He spent from 1885 to 1889 in Egypt and the Sudan, taking part in all the campaigns of that period, including the operations in the Eastern Sudan, 1885; the Egyptian Frontier Field Force operations, 1885-86; the Dongola Expedition; and the Khartoum Expedition, 1897-98. In the latter campaign he was Intelligence officer, and most skillfully led Anglo-Egyptian columns through the desert, by his pocket compass and map, to the Derwish position on the Atbara, with the result that everyone knows. He did good service at Omdurman, and in connection with "Egypt earned three medals with five clasps, the Khedive's Star, the D.S.O., numerous mentions in despatches, and a brevet majority. He earned further distinction in the Boer War as a staff officer, and was present at the actions of Paardeberg, Poplar Grove, Kamek Siding, Vet River, Zand River, Johannesburg, Pretoria, and the campaign in the Transvaal down to the close of the war, (medal with three clasps, King's medal with two clasps, and twice mentioned in despatches).—*L. & C. Express.*

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Gregory Apar*) 17th inst.
American (*China*) 18th inst.
Canadian (*Athenian*) 18th inst.
German (*Prinz Heinrich*) 18th inst.
Canadian (*Empress of China*) 24th inst.
German (*Prinz Sigismund*) 31st inst.
The C. P. R. Co.'s s.s. *Empress of India* arrived at Vancouver on 10th inst., at 2.30 p.m. The *Apar* Co.'s s.s. *Gregory Apar* from Calcutta left Singapore for this port yesterday afternoon, and may be expected here on 17th inst.

TELEGRAMS.

(Reuters.)

Prince Arisugawa at Portsmouth.

London, 11th July.
Prince Arisugawa visited Nelson's flagship, the *Victory*, and the *Torpedo School*, where he witnessed a display of torpedo and submarine work.

The departure of Prince Arisugawa from Southampton was an imposing spectacle; the *Prusen*, flying the Japanese Imperial flag, left at 1 p.m. when a Royal salute was fired; six destroyers flying the Japanese naval flag escorted the *Prusen*.

Reuters representative on board the *Prusen* received a message for the nation from Japan, emphasizing the lightness of the welcome to England, which His Majesty said cannot but increase the happy relations between the peoples and the Courts; the feeling uniting the two nations was not merely the outcome of the alliance, to whatever degree that alliance may attain, but it sprung from the hearts of both peoples.

Proposed Re-Distribution of Seats.

Mr. Balfour has given notice of a motion proposing a scheme of re-distribution on the population basis, by which England gains seventeen seats, of which London will have five and the suburbs six; Wales will get one, and Scotland four more, and Ireland twenty-two less.

The Japanese Loan.

The Japanese loan has been issued.

The Morocco Question.

Later.
The French newspapers are satisfied with the Morocco agreement, as terminating the most serious crisis of the last thirty-five years; they do not, however, attempt to blink the fact that France has made heavy concessions.

The King of Norway.

Prince Charles of Denmark has been proposed as King of Norway.

RUSSIA'S PLACE

AMONG NAVAL POWERS.

Figures prepared in Washington for the *New York Times* by the Naval Intelligence Bureau of the Navy Department, under direction of Captain Sienkiewicz, his chief, show that as a result of the battle just fought and its predecessors Russia has dropped from third to seventh place in naval power, and Japan has risen from seventh to sixth. The fighting has put the United States up from fifth to fourth place, and Germany from fourth to third.

The naval powers now rank in this order: Great Britain, France, Germany, United States, Italy, Japan, Russia and Austria.

Prior to the battle of the sea of Japan they ranked as follows: Great Britain, France, Russia, Germany, United States, Italy, Japan and Austria.

Austria is the only power whose rank is unaffected by the battle. Italy moves from the sixth place to fifth.

Great Britain's tonnage is 1,593,871; France, 623,721; Germany 441,249; United States, 316,531; Italy, 251,510; Japan, 251,661; Russia (which formerly was 441,315) now 217,443; Austria comes last with 112,336.

This does not include vessels over 20 years old, gunboats and other vessels of less than 1,000 tons, torpedo craft of less than 500 tons, transports, colliers, repair ships, torpedo depot ships, converted merchant vessels or yachts.

Practically all that Russia has left is the Black Sea fleet. Of 19 battleships only seven remain of her 11 coast defence vessels, including smaller battleships and monitors, only two; of her seven armoured cruisers, three; of her 20 other cruisers, 15; of her 41 torpedo boat destroyers, 33; of her 85 torpedo boats, 82.

The Black Sea fleet, which is prevented by the powers from passing the Dardanelles and which is practically all that remains of Russia's naval strength consists of the following vessels:

BATTLESHIPS.		Tons.
Evstaf	12,470	
Ivan Zlatov	12,480	
Triz Sviatitsa	12,480	
Kniaz Potemkin	12,480	
Catherine II.	10,185	
Dvinedat Apostoloff	8,076	

CRUISERS.		Tons.
Oich-koff	6,670	
Czar	2,340	
Czarevna	2,340	
Czarita	2,340	
Grand Duke Alex.	2,350	
Grand Duke Constantine	2,400	
Grand Duke No. 1	2,400	
Emperor Nicolas II.	760	
Roumantzoff	760	

GUNBOATS.		Tons.
Captain Sacken	742	
Chernomoretz	1,224	
Kazarsky	400	

There are in addition a number of smaller gunboats and dispatch vessels, ranging from 90 to 295 tons each.

In addition, Russia has in the Baltic Sea a fourth squadron, which was being prepared to sail about the middle of June. It consists of the *Slava*, battleship; *Alexander II.*, battleship; two cruisers, a number of destroyers and gunboats.

This makes a total of eight battleships and eleven cruisers remaining in European waters, besides gunboats, destroyers and smaller vessels.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 13th at 11.55 a.m. Pressure is inclined to give away at all stations.

The highest pressure is lying over the Pacific to the E. of the Loochoos, and the lowest over N. China.

Gradients continue slight, and light S.W. winds will probably prevail in the Formosa Channel and over the N. part of the China Sea. Forecast—light S.E. and E. winds; fair.

SHIPPING WARNING TO SHIPMASTERS.

Through the courtesy of the Hongkong General Chamber of Commerce, we have received the following information which should prove of interest to shipmasters. A rock, covered at low water to a depth of 23 feet, and having soundings of eight to ten fathoms close around, has been located by H.M.S. *Waterwitch*, in the following position:—eastward of Namoa Island, on the China S.E. coast; latitude 23.26 N., longitude 117.19 E. From the rock the following are the principal bearings:—Lanock Island high light bears S. 7° W.; centre of Dome Island bears S. 65° W. dist. 11.1/10; North Point, Namoa Island, bears N. 73° W. The rock is marked by tide rips during the strength of the tide. The bearings given are magnetic. The position of the rock as given should not be approached within half a mile, the existing chart, No. 1937, being incorrect as regards the point mentioned. It may be explained, in this connection, that the Hongkong Chamber of Commerce have a Pinnacle Rock Fund which is specially devoted to the discovery of rocks dangerous to navigation. At present the Fund amounts, with interest, to over \$4,500. Last year no demands were made on the Fund.

A HONGKONG BANKRUPTCY.

CANTON LOTTERIES AND HONGKONG SHAREHOLDERS.

The examination in bankruptcy of Ma Fat Ting, managing partner in the firm of Lai Hing, goldsmiths and bankers, was continued before the Chief Justice, Sir Francis Pigott, to-day. The money owing to creditors was \$988,416 due for money deposited in the bank, while the assets were stated to be \$1,200,000. Large sums had been lent to the Wang Fung Co., which controls the Wai Sing lotteries of the Kwangtung province. One amount borrowed was \$1,576 and last year some hundreds of thousands of dollars were lent.

By His Lordship—How much money have you in the Lai Hing firm?—20,000 taels.

Is that the same as the other partners?—Some have more, some less.

What rate of interest did you receive?—\$30 per \$1,000 a year; if there was a profit I also got a bonus. There was no bonus last year. In the previous year I got \$600.

What rate was the bonus calculated at?—For every \$100 I got \$15. That was irrespective of profits. The whole of the profits were not divided.

What is this Wang Fung Company of Canton?—It has the monopoly of the Wai-sing lottery in the Kwangtung province.

The Official Receiver said the lottery was run in connection with the examinations held in Canton for civil and military appointments.

His Lordship—So they hold a lottery on the result of the examinations?—Yes, my Lord.

By His Lordship—How much money has been advanced by the Lai Hing firm to the Wang Fung Company?—About \$300,000, but I don't remember the exact amount. The money was required to pay the Chinese Government for the monopoly of the lottery.

What rate of interest was charged by the Lai Hing firm?—One and a fifth per cent. per month, about 15 per cent. per annum.

How much did you receive from the Lai Hing Company?—\$50 a month.

What for?—Everyone got it who had a share in the Company.

But why? What for doing?—That was the agreement.

Do you say you are a shareholder in the Wang Fung Company?—Yes.

Witness stated that he had \$50,000 with that Company now.

You have said that if the profit was \$5,000,000 you would get \$10,000? Is that so? Yes. If there was a million capital and a million profit then each share would get \$5,000.

His Lordship continued to interrogate the witness with the object of learning what he did to earn the \$500 which he said he received as wages. The witness replied that he did nothing—he got the \$500 under an agreement. When a partner had \$50,000 in the business he got \$500 a month as wages.

Has he anything to do with the working of the concern?—Nothing.

Were there any persons in the Wang Fung Company who were not partners in Lai Hing?—There was a number.

In answer to the Official Receiver the witness said that the office of the Company was in a house belonging to the Lai Hing in Bonham Strand East. It was not the fact that Wang Fung and Lai Hing were one and the same firm.

By His Lordship—How does this Wang Fung Company invite people to take shares in the lottery?—That is the Canton business.

Were circulars sent to Hongkong?—No. Hongkong people were not invited.

There is a law against lotteries here, is there not?

The Official Receiver—Yes. It is not permitted to deal in lotteries.

What is the object of having a branch established here?—Witness: Because there were shareholders in Hongkong and sometimes when there was no money in Canton it was got from Hongkong.

Is it a big office?—One room, and one man to attend to it.

And the only business is the collection of capital?—That is all. The Wang Fung Company has no other business.

What is the cost of the lottery?—Say a million a year, but it all depends upon the number of examinations. Sometimes it is more; sometimes less.

The examination was adjourned for a week in order that the official receiver might look into the books.

SHIPPING JIBS.

Among the investigations being carried on by the *Pastmaster*, the survey ship of the coast and geodetic survey, is the discovery in the neighbourhood of Oras bay, eastern Samar, of a considerable extension of rock at a depth of about twelve feet, and at a distance of two and a quarter miles to the left of Uguis.

Fire was discovered among some cotton bales in the hold of the steamer *Shimosa*, which is lying at the China Merchants lower wharf at Shanghai. The burning bales were quickly dragged on deck by the steamer's people, with some assistance from shore, and the fire was promptly put out, very little damage being done either to vessel or cargo.

On the proposition of the Tokio Bay Steamship Company, all the Japanese shipowners whose vessels have been illegitimately sunk by the Russians have sent a communication to the Foreign Department through the Governors of their respective ken, requesting that proper steps shall be taken by the authorities to obtain compensation from Russia for their losses.

The *Benlawer*, a large steamer for the "Ben" line of Messrs. William Thomson and Co., Leith, was launched on 3rd ult. at Sunderland by Messrs. Bartram and Sons. The vessel is of the spar-deck type, her dimensions being:—length, 385 ft.; breadth, 46 ft.; and depth, 26 ft. 3 inches. She has been built to take Lloyd's highest class, and under the supervision of the owners' surveyors, Mr. J. H. Buchanan and Captain Potter. The engines will be supplied by Messrs. J. Dickson and Sons, Limited, Monkwearmouth; the cylinders being 25, 42, and 68 inches in diameter, by 40-in. stroke, with boilers working at 180 lb. pressure.

Inquiries having been made about the record trip of a tea-steamer from Hankow to London, it may be recalled that the *Stirling Castle*, 2,000 tons, Capt. Marshall, arrived at Shanghai on the 25th of April, 1883, consigned to Messrs. Adamson, Bell and Co. Left Shanghai for Hankow on the 6th of May. Left Hankow for London on the 22nd of May, with 3,873,984 lbs. of tea. Messrs. Adamson, Bell and Co. received a telegram from London, dated 21st June, 2.10 p.m.:—"Stirling Castle docks tomorrow." The *Stirling Castle* reached Gravesend at noon on the 22nd of June. She was subsequently sold to an Indian Steamship Company, and re-named the *Nord America*, under which name she is still running, says the *N. C. D. News*.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

"SEETON" CHARGES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—As one who has visited the new health resort of Hongkong called "Seeton," I was firmly of the belief that the success of the undertaking was assured. Considering that the promoters charged only \$1 for the launch trip there and back including refreshments in that charge, it could hardly be said that the trip was expensive. But there were a good many who were inclined to patronise "Seeton" twice a week or so, in order that they might get good bathing. It was, thereupon, suggested that a monthly or season ticket should be issued, and Mr. See, the manager, agreed that such an idea was worth consideration. The result of that consideration is that he proposes to charge \$15 for a monthly ticket! That means to say that if you go across once every two days you pay the ordinary \$1 a trip. If you are so situated that you can go across every day—well and good, you save 50 cents a time. But who can go across every day? Who can spare the time, for one thing? and who is the enthusiastic bather that wishes a salt-water bath every afternoon or even every second day? If you take a \$15 ticket and only go across twice a week you lose money. Now, it is difficult to get the volunteers to attend for a week or ten days at the camp. How much more difficult would it be to screw up your courage to run across to "Seeton" every afternoon, with the chance of returning to Hongkong to late that only cold hash remained for dinner? The fact is \$15 a month is too much altogether. If it were \$15 for three months that would be more like the thing. I should say that a charge of \$5 or \$7 for a monthly ticket would be ample, and it would pay in the long run, because the holder of the monthly ticket would drag his friends across with him, if only for company's sake. Mr. See might think about it, because there is a big future for "Seeton" if it is worked properly at the start. But all depends upon first impressions and among these is the question as to charges. For myself I shall be quite content to pay \$1 whenever I go across and let those who will arrange to take a monthly \$15 ticket, thereby binding themselves, unless they care to throw away money, to a visit to Seeton seven times every fortnight.—I am, etc., BATHER.

Hongkong, 10th July, 1905.

A PLEA FOR THE OCCUPATION OF SAGHALIEN.

The *Fiji*, which regards the time as opportune for the occupation of Saghalien, gives, we learn from a *Japan Times* translation, the following reasons for promptly putting that step into execution. The occupation of the island will, in the first place, enable Japan to plant her standard on the enemy's soil, and the achievement will be a measure to take away the sore feeling that would long remain rankling in the nation's heart if peace were to be concluded before the war had been carried into the enemy's dominion. In the next place the historical relation of the island with this Empire makes it imperative that its possession be recovered as a part of the prizes of war. Thirdly, its actual occupation will facilitate its annexation when peace terms come to be discussed, as they will be in the coming conference.

NAVAL NOTES.

The British cruiser *Sirius* left for Singapore this morning.

As announced in our columns some days since, the cruiser *Flora*, which recently returned home from the Pacific Station, will be shortly put in commission for service on the China Station. Since her return she has been fitted and thoroughly overhauled.

According to an Indian paper, the present war in the Far East has added nothing of interest to the experience of the *Amphitrite* and other vessels of foreign nations while lying in China waters. We imagine that one or two of the ships of the China Squadron had much of interest added to their experiences.

The unexpected retirement of Admiral A. T. Dale, who had several months to remain on the active list before being compulsorily retired, has promoted Vice-Admiral Sir Gerard H. U. Noel, K.C.B., K.C.M.G., commanding the Eastern Fleet and the China Squadron, to the rank of Admiral. By his promotion he will not vacate the command of the Eastern Fleet and the China Squadron. Under the new scheme of re-distribution it would assuredly be of considerable advantage that he should continue to be the supreme officer in command, in time of war, of the China, East Indies, and Australian squadrons.

Our forecast that the China Squadron would be reduced in strength as soon as possible turns out to be perfectly correct. The battleships on that station are to return home at an early date, and in the future the squadron will consist of cruisers only. Up till a few years ago the squadron was exclusively composed of cruisers. The last cruiser flagship was the *Imperieuse*, which carried the flag of Vice-Admiral Sir Nowell Salmon and Vice-Admiral Sir F. W. Richards from 1888 till 1892. The destruction of the ill-fated *Baltic* Fleet by Togo's straight-shooting gunners is the immediate cause of the reduction of the China Squadron, for so long as Russia had a fleet in being in the China Sea, England was bound to keep a large naval force in the same area in accordance with an agreement with her allies.

INDO-CHINA STEAM NAVIGATION COMPANY.

ANNUAL MEETING.

The 24th ordinary general meeting of the Indo-China Steam Navigation Company, Limited, was held at the offices of the company, 29, Cornhill, E.C., on 9th ult., Mr. W. Keswick, M.P. (chairman), presiding. The secretary (Mr. A. G. Wells) having read the notice convening the meeting, the Chairman, in moving the adoption of the report, said:—

I am pleased to inform you that the anticipations which were formed when we met twelve months ago of a better year than we had then under consideration have been realised. That the steamers have done so well during a period of active hostilities between Russia and Japan, with the natural derangement of trade and discouragement in entering upon business during a period of financial stringency and depression, is a favourable sign of the soundness of the trade upon which our freights depend, and I trust when peace is re-established expansion will occur which will enable us to continue prosperous. One of the company's modern steamers, the *Hip Sam*, was unfortunately fired upon and sunk by a Russian torpedo-boat destroyer while engaged in the peaceful occupation of carrying cargo from Newchwang to Shanghai, and I regret also that we have to report the loss of the river steamer *Yuen Wo* by fire, accompanied, unfortunately, with some loss of life among the native passengers, but we have not yet received full details of this last disaster. The loss of the *Yuen Wo* has been provided for without recourse to the funds of the company. The balance at credit of the underwriting account has been increased owing to a happy immunity from serious accidents, and now stands at £241,150 18s. 6d. The first five months of this year have passed without any serious casualty. An allowance to the extent of £64,018 has been made for depreciation on the fleet, or a sum of £1,065 in excess of what it was necessary to provide last year. Out of the profit for the year an appropriation of £10,000 has been made to reserve account, and a further sum also added to it of £10,000, thus making the general reserve fund up to £20,000. We have also carried into the exchange reserve nearly £4,000 to meet possible future fluctuations. I should mention that our balances in currency have been converted into sterling at the low rate of 1s. 8d. per dollar. The disposal of old steamers has been judicious, and has assisted the policy of the company in maintaining the fleet in a thoroughly efficient and up-to-date condition. It will not escape your attention that by plying with aged vessels we modernise our fleet and reduce the average age of the steamers composing it. The *Kui Sang*, one of our new steamers, is now loading at Barry, and will leave this country in the course of a few days, and two other steamers are on the stocks, both of which will be delivered this autumn. It will be necessary to increase our tonnage still further, and we contemplate the early construction of boats in order to replace the steamers lost and sold. I hope the shareholders will agree with the board that the result of the year's working is satisfactory, and will approve of the manner in which the profits realised have been disposed of; but I am aware that an influential number of shareholders abroad desire that a larger return should be made by means of a bonus. I entirely sympathise with the aspiration for a larger dividend, but I feel that the history of the company and the satisfactory growth it has shown have been the result of a consistently conservative policy, and that in view of the probable changes which are to be looked for in the Far East, and the certain increase of competition in the waters on which our income has to be earned, it is prudent and, indeed, incumbent upon the company to husband its resources. I now beg to move that the report of the directors and the accounts for the year be approved and passed.

Mr. W. Paterson seconded the resolution, which was carried unanimously.

The Chairman then proposed that a dividend of 6 per cent. be declared, payable on 10th June Mr. H. Beasley seconded the motion, which was unanimously adopted.

On the proposition of Mr. Paterson, seconded by Mr. Beasley, Mr. Keswick (retiring director) was re-elected.

The auditors, Messrs. Turquand, Youngs and Co., were re-appointed, and a vote of thanks to the chairman and directors terminated the proceedings.

Hongkong, 13th July, 1905.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	10 11/16
Do. demand	10 10/16
Do. 4 months' sight	10 10/16
France—Bank T.T.	237 1/2
America—Bank T.T.	193 1/2
India T.T.	141 1/2
Do. demand	141 1/2
Shanghai—Bank T.T.	7 1/2
Singapore T.T.	6 1/2
Japan—Bank T.T.	92 1/2
Yen—Bank T.T.	11 1/2

Buying.	
1 months' sight L/C	11 1/16
3 months' sight L/C	11 1/16
30 days' sight San Francisco & New York	47 1/2
1 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	11 1/16
4 months' sight France	24 1/2
5 months' sight do.	24 1/2
1 months' sight Germany	2 43
Bar Silver	75 1/16
Bank of England rate	21 1/2
Sovereign	10 53

To-day's Advertisements.

HONGKONG GYMKHANA CLUB.

THE Third Meeting of the Season will be held at the Happy Valley, on SATURDAY, 15th instant, commencing at 4 P.M. The Charge of Admission will be \$1.00 for other than Members of the Hongkong Jockey Club or Gymkhana Club.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for Events Nos. 2 and 4.

C. G. MACKIE, Hon. Secretary.

Hongkong, 13th July, 1905.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

OF VALUABLE LEASEHOLD PROPERTY, situate at Wing Lok Street, Victoria, Hongkong, ON

FRIDAY,

the 21st July, 1905, at 3 P.M., BY

Messrs. HUGHES & HOUGH,

Auctioneers, at the premises.

THE Property is registered in the Land Office as Section A of MARINE LOT No. 221 with the Mortgage and Buildings thereon, known as No. 100, WING LOK STREET. Annual Crown Rent \$12.14.

For further particulars and conditions of sale, apply to—

EWENS, HARSTON & HARDING, Vendor's Solicitors.

Messrs. HUGHES & HOUGH, Auctioneers.

Hongkong, 13th July, 1905.

THE DAIRY FARM CO., LIMITED.

WE HAVE JUST RECEIVED

A NEW SHIPMENT

OF

FINEST

WILTSHIRE

BACON.

Price 70 Cents per lb.

Hongkong, 13th July, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., *ex S.S. Moldavia*, From Australia, *ex S.S. Britannia*, From Calcutta, *ex S.S. Sundra*, From Persian Gulf, &c., *ex B. I. S. N. and B. & P. S. N. Co.'s Steamers*.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M., TO-DAY.

Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

L. S. LEWIS, Acting Superintendent.

Hongkong, 13th July, 1905.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that

A VISIT TO PORT ARTHUR.

BY DAVID FRASER.

(Continued from page 6.)

Devastated as is the appearance of the bay, it pales before the scene of destruction that marks the entrance to the harbour. Here projects from the water a maze of masts and rigging supported by submerged vessels some of which point a nose above the water, dimly showing their tattered decks. Beneath Golden Hill are stranded two vessels which in making for the entrance were disabled by shell fire and missed their mark. Sixteen vessels were devoted to blocking the outlet by the Japanese Navy, and here they lie, evidence of the vulnerability from the sea of fortresses on land. Each one of the sixteen saved practically scatheless through the storm of fire that was poured upon them from the batteries, and each arrived within 300 yards of its objective, to be sunk by its intrepid crew. A single shell from one of the big guns would have destroyed any of these ships, but to all appearance they were never struck except by small projectiles from the destroyers that tried to check their advance. They seem, however, not to have been touched at all until within a few hundred yards of their goal.

How nearly the Japanese achieved complete success is evident from the narrowness of the passage between the wreck. Another vessel at one point would have irretrievably sealed the entrance and capped the Russian fleet. Whilst the efforts of the Japanese resulted in the serious hampering of the Russian warships, it would seem as if Fortune had rewarded them in not granting all they so bravely attempted. A single day spent in inspection of the ruins at Port Arthur gives one little claim to express opinion on their military value, or time to appreciate the means by which they were reduced. But certain features of the method of fortification cannot fail to attract the attention of the most casual observer, as must also the very remarkable process of attack by the Japanese.

The first endeavour to grasp the situation results in complete bewilderment, especially if the point of view is from the line of fortification. But seen from the top of 203-metre Hill, in conjunction with the study of a map, the plan of defence gradually unfolds itself, and it is possible to realise the nature of the problem which confronted General Nogi and his devoted army.

The defence of Port Arthur proper consist of a circle of forts enclosing the harbour. In the west is a gap which constitutes a weakness in the line, for it is forced by a hill outside the succession of ridges that have been permanently fortified. All the forts are built on high and commanding hills dominating a valley that skirts the exterior of the line of defence on the north, east, and west.

Early in the siege the Japanese operations were devoted to capture the great ridge that bounded this valley. Once in possession of the ridge they were in a position from which the fort could be shelled by heavy guns.

Long before the Japanese, however, were able to begin the attack upon the main fort, the Russians realised the incompleteness of the defence. For the protection of the weakness on their left they occupied Metre Range, a ridge 5,000 yards west of the New Town, the highest point in which is the famous 203-metre Hill. The occupation of this point was essential for another reason, namely the protection of their flank, for it commanded the anchorage where lay the battleships. Then fronting all except two of the circle of forts were projecting spurs which limited the field of fire, and which, if occupied by the enemy, would give him cover and points d'appui for sapping operations. All these points, then, were fortified by the Russians with earthworks that were almost as formidable as masonry.

In endeavouring to obtain a footing on the defensive line, the Japanese had to capture first, the outlying works, and then the permanent fort at whatever point they chose to attack—except in the cases of Erhlungshan and Sungshooshan, whose protective works consisted only of redoubts nearly a mile distant and situated in the valley below. For this reason and because both of these forts directly commanded the harbour and did none of the others owing to intervening hills, the Japanese selected Erhlungshan and Sungshooshan for their main attack.

Clearly the Russians did not choose the salient points for defence of Port Arthur. It was not until the guns of the enemy were thundering in their ears that they awoke to the true necessities of the case. Then by Herculean labour they partially rectified the faults in their original plan. Put the result was a hopeless and useless multiplication of positions, for which guns did not exist, and which had to be armed with all sorts of strange weapons, of all calibres and ancient makes. In fact a great deal of the fortification was practically useless throughout the siege, and represented so much wasted energy.

The forts themselves were well built in the most orthodox fashion, and no engineer can have much fault to find with them. But it is impossible to refrain from remarking upon the placing of the guns, which were given an absurd prominence that made their position clear to the enemy and rendered their working unnecessarily dangerous to the gunners.

The Japanese methods of attack were curiously, almost ridiculously, unorthodox. They seem to have discarded the lessons of past siege warfare entirely, and resorted to purely primitive devices. Scientific sapping requires a laborious and elaborate system of parallel, which shall gradually approach a fortress, and make each step secure. But the Japanese sapped right to the glacis of the forts of Erhlungshan and Sungshooshan before constructing a parallel, with the result that their attacking line was completely isolated and devoid of supporting parallels in rear. This meant that the handful of men in the parallel would be killed to a man were the enemy to make a night sally to the fort.

From the Japanese methods may be drawn the important deduction that the Russian loves cover, and that to come out into the open and fight is foreign to his character. When attacked in his trenches he can fight like a Trojan, but in counter attack he is a veritable mouse. Of this characteristic the Japanese took full advantage, with the result that they conquered one of the strongest—despite the over-elaboration of the defences—fortresses that the world has ever seen. They would never have dared to violate to such a degree the rules of attack were it not for the want of enterprise shown by the enemy, who only responded to direct assault. From the British, or any other European troops, the Japanese would never have taken Port Arthur under similar conditions. And it may be granted without stint that even at matters were, no other troops in the world but the Japanese would have been successful in the present instance.

Upon the debated question of Stosses's surrender there can only be one opinion—that to have prolonged the defence would have been pure madness. Erhlungshan and Sungshooshan in the north, and Metre Hill in the west, were completely commanded, in front and rear, the forts on the west flank, and it could only have been a matter of a few days for those to be captured, after which quadruple the garrison of 25,000 men could not have withstood attack. Stosses's strength lay in the ring of forts. Once pierced, the whole scheme of de-

fence was ruined. That the ring was ever broken will remain an eternal glory to the Japanese army. That it was allowed to be broken is illustrative of Russian government.

The hill-tops around Port Arthur are terrible to witness. They bear evidence of the power of modern explosives that even Time cannot obliterate. Many years hence when the siege has become a military classic, the globe-trotter may visit the tragic scenes at Metre Hill and the Forts of Erhlung and Sungshooshan. He will find nothing changed, for the defence and attack in the closing stages was carried out in trenches and galleries cut out of the solid rock. With Russia banished from Eastern waters Port Arthur loses a great deal of its strategic value, and the Japanese will never estimate it as highly as its recent occupiers did. Whatever measures the new-comers may take for the defence of their acquisition it is assured that these will not be on the same scale as the Russian fortifications, nor will they be built on the circle of hills that surround Port Arthur in field-gun range. Any scheme of defence adopted by the Japanese will provide for the immunity of the town and harbour during attack from the artillery of an enemy.

So far the Japanese have done nothing to restore the defence except to employ a few howitzers at a point commanding the railway. At present they are busy exploding mines, eight hundred of which have already been discovered, there being some two hundred yet to find. (This was towards the end of April.) Another task still occupying their attention is the dismantling and burning of the dead. Even now one cannot pass over the debris of the forts without now and then unwillingly stepping on the protruding limb of some poor body crushed among the rock. At every stride one encounters little heaps of explosives that to kick would result in annihilation. Truly Port Arthur is terrible not only in the dangers from unexploded mines and shells, but from the frequent horror of encountering four months' old corpses being carried naked to the place of cremation.

Shipping.

ARRIVALS.
Samsen, Ger. s.s., 998, F. Richwaldt, 12th July.—Bangkok 5th July, Rice.—M. & Co. Machev, Ger. s.s., 995, Harjes, 12th July.—Bangkok 6th July, Gen.—B. & S.

Branch, Nor. s.s., 157, J. W. Knux, 12th July.—Bangkok 6th July, Rice.—Order. Katherine Park, Br. s.s., 3,700, Copp, 12th July.—Chien 4th July, Ballast.—G. L. & Co. Diederichsen, Ger. s.s., 774, H. Schliakier, 12th July.—Haiphong 8th July, Gen.—J. & Co.

Zambusi, Br. s.s., 2,455, Rooney, 12th July.—Calcutta 28th June, Coal.—J. M. & Co. Comandant, Br. s.s., 2,783, G. M. Montford, R.N.R., 12th July.—Bombay 27th June, and Singapore 8th July, Mails and Gen.—P. & O. S. N. Co.

Dufferin, Br. s.s., 6,291, A. W. McArthur, R.N.R., 12th July.—Taku 8th July, Govt. Stores.—Government.
Fausang, Br. s.s., 1,410, F. A. Mitchell, 12th July.—Canton 12th July, Gen.—J. M. & Co.

Loongmoon, Ger. s.s., 1,145, F. Kalkofen, 12th July.—Canton 12th July, Gen.—S. & Co. Puadua, Br. s.s., 2,126, C. J. Swanson, 12th July.—Singapore 8th July, Gen.—J. M. & Co.

Empire, Br. s.s., 2,843, P. T. Helms, 12th July.—Sydney 21st June, and Manila 12th July, Gen.—G. L. & Co.

Clearances at the Harbour Office.
Coromandel, for Shanghai.
M. Struve, for Newchwang.

Departures.
July 13.
Struve, Br. cruiser, for Weihaiwei.
Hilma, for Manila.
Hilma, for Tacoma.
Kerwin, for Nagasaki.
Blackthorn, for Canton.
M. Struve, for Newchwang.
Coromandel, for Shanghai.

Per Coromandel, for Hongkong from Bombay
—Mr. and Mrs. Asy. From London—Sergeant and Mrs. Clarke, Mr. and Mrs. Fumman, Mr. J. E. Gibson, Mr. and Mrs. Ramsay and child, Mr. and Mrs. Maurice Stephen and a child, Messrs. Miller, Thirrell and Fawcett. From Marseilles—Mr. H. G. Dowler. From Singapore—Messrs. Mitchell, Chuk Yee Wai, Koon Eng, Thuan and seven, and Mrs. Thomeist and infant. For Shanghai from London—Mr. Irvine. From Singapore—Mr. Kawasuni. For Kobe from Marseilles—Mr. H. G. Hall.

Per Puadua, from Singapore—1,050 Chinese. Per Dufferin, from Taku—Lieut. Col. and Mrs. H. H. Dobie, Major F. C. Huxford, Capt. and Mrs. F. W. Birch, Capt. G. C. L. Wallace, Lieut. C. J. Torrie, C. D. Webster, R. O. H. Robertson, Capt. G. C. Bearish, E. Pisset, Asst. Surgt. Stracy, Sub-Conductors Cotton and Scott, Staff-Sergt. Culen, Sub-Conductor and Mrs. Hamilton and a child, Major Phillips, Lieut. Garwood and Smith, Mrs. Basil Taylor and child, Lieut. Hodges, N. Col. Sergt. and Mrs. Thorne and child.

Passengers departed.
Per Empress of Japan, for Vancouver, &c.—Miss C. Vein, Mr. J. Dupuis, Mrs. F. Hall, Messrs. R. C. Johnson, Jas. R. Alford, Dr. T. A. Berryhill, Mr. and Mrs. W. A. Dixon, and Miss Dixon, Mr. W. Baird, Mrs. F. Le Pan, Mr. and Mrs. C. E. Woolmer, Mr. F. A. Andon, Mrs. I. G. Coulter, Mrs. Robert Irwin and child, Mr. J. B. Green, Major Rothenbach, Messrs. S. T. Newburn, Wong Chong, A. S. Caldwell, R. M. Ditty, Mrs. E. S. Kadonnie and a child, Mr. J. G. Coulter, Major-General and Mrs. Villiers-Hutton, valet and maid, Messrs. Lo, Chan, Ralph W. Fulton, V. Williams, E. Hoff, R. Stevens, J. C. Ward, A. Vernon, Fong Hing, Yee Dai Chum, V. Chennell, Chan Puck Yow, Mrs. Lum See, Mr. E. Krager, Mrs. M. Trum, Mrs. Chao Ying and a child, Mr. Sum Tai Yuet and daughter, Mrs. Sum Sing, son and a daughter, Mrs. Leung Soy and daughter, Messrs. Teung On Look, Lum Tuck Shin, Lum Chim Yuen, Lum Ping Shing, T. M. Power, Mr. and Mrs. N. Carl, Messrs. W. B. Dicks and C. H. Kuau.

Shipping Report.
Str. Zambusi from Calcutta—Rough, though and across the Bay of Bengal, very fine clear weather in China Sea.

Vessels in Port.
SYRANUS.
Aldershot, Br. s.s., 1,354, Adam, 5th July.—Canton 5th July, Gen.—D. & Co. Ld.
Benlang, Br. s.s., 2,510, A. Wallace, 12th July.—Singapore 8th July, Gen.—G. L. & Co.
Bourbon, Fr. s.s., 999, Sisco, 10th July.—Saigon 6th July, Rice.—Chinese.
Carl Menzell, Ger. s.s., 984, G. Conrad, 11th July.—Cebu 7th July, Ballast.—E. A. T. Co.
Castor, Nor. s.s., 774, J. Martin, 12th July.—Singapore 5th July, Petroleum.—Order.
Chow, Ger. s.s., 1,055, F. Spiesen, 10th July.—Bangkok and Swatow 9th July, Rice and Wood.—B. & S.

Post Office.
A Mail will close for:
Swatow, Amoy and Foochow—Per Hai-ching, 14th July, 9 A.M.
Bangkok—Per Chow, 14th July, 11 A.M.
Bangkok—Per Kwang, 14th July, 11 A.M.
Moj and Kobe—Per Maragon, 14th July, 11 A.M.
Macao—Per Hongkong, 14th July, 1 P.M.
Swatow and Shanghai—Per Fausang, 14th July, 2 P.M.
Manila—Per Loongmoon, 14th July, 3 P.M.
Cebu and Iloilo—Per Kalfong, 14th July, 3 P.M.
Shanghai and Chinkiang—Per Loongmoon, 14th July, 3 P.M.
Haiphong—Per Carl Diederichsen, 14th July, 3 P.M.
Kong-chow-wan—Per Kamoi, 14th July, 3 P.M.
Per Dufferin, 14th July, 5 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Chingling, 14th July, 5 P.M.
Singapore, Penang and Calcutta—Per Clan Mackenzie, 15th July, 10 A.M.
Singapore, Sourabaya and Samarang—Per Hsiaoang, 15th July, 10 A.M.
Bangkok—Per Chow, 15th July, 10 A.M.
Kobe—Per Taiyuan, 15th July, 3 P.M.
Shanghai and Chinkiang—Per Yulia, 15th July, 3 P.M.
Chefoo and Newchwang—Per Heph, 15th July, 3 P.M.
Amoy, Straits and Rangoon—Per Puadua, 15th July, 5 P.M.
Bangkok—Per Tithan, 17th July, 9 A.M.
Shanghai—Per Kullin, 17th July, 9 P.M.

Chow, Ger. s.s., 1,115, H. Textor, 5th July.—Bangkok 10th July, Rice.—B. & S.
Chunshang, Br. s.s., 1,418, R. Cox, 12th July.—Pekalongan 3rd July, Sugar.—J. M. & Co.
Clan Mackenzie, Br. s.s., 1,921, G. W. Whitman, 11th July.—Kobe via Moj 6th July, Gen.—A. K. & Co.
Cyrus, Br. s.s., 2,174, J. W. Knux, 11th July.—Calcutta 23rd June, Coal.—Order.
Eva, Nor. s.s., 1,926, Salvesen, 10th July.—Cardiff 17th May, Coal.—Order.
Germania, Ger. s.s., 1,715, T. Petersen, 5th July.—Haiphong 4th July, Rice.—J. & Co.
Haiching, Br. s.s., 1,267, A. E. Hodgins, 11th July.—Foochow via Amoy and Swatow 10th July, Gen.—D. L. & Co.
Halvard, Nor. s.s., 1,100, Andersen, 11th July.—Cherbourg 10th July, Sugar.—Chinese.
Hero, Nor. s.s., 2,410, O. Syversen, 8th July.—Kuchino 1st July, Coal.—M. B. K.
Hinsang, Br. s.s., 1,400, G. Davies, 8th July.—Java 29th June, Sugar.—J. M. & Co.
Kailong, Br. s.s., 980, E. Finlayson, 8th July.—Cebu 4th July, Hemp and Sugar.—B. & S.
Kampot, Fr. s.s., 490, Le Ball, 10th July.—Saigon 5th July, Rice.—Man Fat.
Keong Wah, Ger. s.s., 1,111, Koller, 8th July.—Bangkok 2nd July, Rice.—B. & S.
Kirkfield, Br. s.s., 2,291, T. B. Watson, 9th July.—Calcutta 23rd June, Coal.—J. M. & Co.
Kweilin, Br. s.s., 1,072, W. D. Brymer, 11th July.—Haiphong 7th July, Sugar.—B. & S.
Laisang, Br. s.s., 3,460, P. M. B. Lake, 9th July.—Calcutta 24th June, Penang and Singapore 4th July, Gen.—J. M. & Co.
Loonggang, Br. s.s., 1,092, G. S. Weigall, 10th July.—Manila 7th July, Gen.—J. M. & Co.
Manche, Fr. s.s., 3,400, Norward, 10th July.—Haiphong 7th July, Gen.—M. M.
Mazong, Br. s.s., 4,097, W. H. S. Hall, 11th July.—Bombay 24th June, and Singapore 8th July, Twist and Cotton.—P. & O. S. N. Co.
Mongolia, Am. s.s., 8,750, W. P. S. Porter, 11th July.—San Francisco 7th June, Honolulu 13th July, Yokohama 27th, Kobe 2nd July, Nagasaki 5th, and Shanghai 8th, Mails and Gen.—P. M. S. S. Co.
Newby Hall, Br. s.s., 2,840, A. Buck, 6th July.—Barry 26th May, Coal.—Order.
Numantia, Ger. s.s., 2,804, H. Brehmer, 10th July.—Moj 5th July, Gen.—P. & A. S. S. Co.
Pechaburi, Ger. s.s., 1,375, G. Hillmann, 11th July.—Bangkok 4th July, Rice and Gen.—B. & S.
Rubi, Br. s.s., 1,619, A. H. Nolley, 10th July.—Manila 8th July, Gen.—S. T. & Co.
Taishan, Br. s.s., 1,121, J. T. Laing, 12th July.—Haiphong 8th July, Sugar.—B. & Co.
Taiyuan, Br. s.s., 1,450, L. Dawson, 26th June, June, Gen.—B. & S.
Telemanthus, Br. s.s., 1,300, J. Williamson, 5th July.—Saigon 1st July, Gen.—Order.
Tijlajap, Dut. s.s., 2,405, H. Koops, 11th July.—Macao 2nd July, Gen.—J. C. J. L.
Tintau, Ger. s.s., 1,006, O. Koch, 10th July.—Bangkok 1st July, Rice and Gen.—B. & S.
Kuhn, J.

Singapore, Penang and Calcutta—Per Laisang, 18th July, 10 A.M.
Swatow, Wei-hai-wei, Chefoo and Tientsin—Per Ching, 18th July, 10 A.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Mongolia, 18th July, 11 A.M.
Tientsin—Per Hongkong, 18th July, 2 P.M.
Shanghai—Per Yulia, 18th July, 2 P.M.
Manila—Per Taitung, 18th July, 2 P.M.
Shanghai, Moj, Kobe and Yokohama—Per Tijlajap, 18th July, 5 P.M.
Europe, &c., India, via Tuticorin—Per Sackin, 19th July, 11 A.M.
Amoy, Shanghai, Moj, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per Shaw-muh, 20th July, 11 A.M.
Ningpo and Shanghai—Per Watchung, 21st July, 2 P.M.

VISITORS AT THE HOTELS.
PEARL.
Aucott, E. F. King, Dr. and Mrs. Louder, Mr. Macdonald, Mr. Borneard, Mr. and Mrs. Martin, R. Bourcheir, Mr. and Mrs. Melice, Mr. and Mrs. G. Boyd, Capt. and Mrs. Mitchell, R. Brown, Mr. and Mrs. D.E. Moxon, Mr. and Mrs. C. H. Herben, C. C. Mr. and Mrs. A.E. O'Brien, Col. O'Neill, J. I. Hugh, Mr. Edwards, Mr. and Mrs. Parry, Major Gales, Capt. Paxton, Capt. H. W. Phillips, Major Piggott, Mr. and Mrs. Pollock, C. C. Mr. and Mrs. Reiffe, Dr. and Mrs. Sauer, Capt. and Mrs. Sinclair, A. Siad, Mr. and Mrs. Van de Stokes, Mr. Thomas, Mr. Uffel, W. von Vender, Gordon Verker, Capt. and Mrs. Joseph, Mr. and Mrs. White, Dr. and Mrs. Kelsall, Major and Mrs. M. I.

Occidental.
Alford, J. R. Leonhardt, Dr. M. A. Lindenberg, W. Lowe, Mr. and Mrs. Lowe, Mrs. Siesie, Major, Capt. and Mrs. Fisher, R. J. Meier, Capt. and Mrs. Gerth, M. J. Meier, Capt. and Mrs. Chabon, J. Hales, G. L. Harns, F. Hedger, G. Owen, O. E. Paldmann, Capt. H. Rasmussen, M. Reven, E. Schmidt, Dr. H. Kock, H. Korte, Fr. Wavanne, A. Krill, G. Kuhn, J.

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Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"
Captain C. D. Goldsmith, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 15th July,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Marmora*, 10,500 tons, from Colombo,
Passenger's accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*,
due in London on the 27th August.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 4th July, 1905.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE,"

Captain R. Girard, will be despatched for MAR-
SEILLES on TUESDAY, the 25th July,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *TOKIN*..... 8th August.

S.S. *SYDNEY*..... 22nd August.

S.S. *ARMAND BEHIC*..... 5th September.

G. DE CHAMPEAUX,
Agent.

Hongkong, 12th July, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Shawmut</i> ...	9,606	E. V. Roberts	At July 20
<i>Tremont</i> ...	9,606	T. W. Garlick	" " Aug. 8
<i>Pleides</i> ...	3,753	F. G. Purinton	" " "

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 13th July, 1905.

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Hongkong, 16th November, 1904

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To Let.

TO LET.

GODOWN No. 3, NEW PRAVA, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [692]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PARK).

GODOWNS: PRAVA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905. [69]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [527]

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—

S. BISNEY,
Hongkong Hotel.

Hongkong, 8th June, 1905. [639]

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms. GAS and ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.

Rents very moderate.

Apply to—

H. RUTONJEE,
No. 5, D'Aguilar Street,
37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

General Managers.

Hongkong, 7th March, 1905. [50]

FOR SALE.

INCANDESCENT

Gasoline
Lamps of all
descriptions
from the best
makers.

Incandescent
Mantles,
Chimneys,
Globes, Sha-
des, &c., for
Gasoline and
Gas Lamps at
the most mod-
erate prices.

Lamps fixed
up for Buyers
free of charge.

Naphtha of
the best kind
kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 16th November, 1904

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SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$8,000,000 \$250,000 }	\$1,493,408	{ Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16 = \$5.46 for second half-year 1904	{ \$860 buyers (London £88)
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	\$37 buyers
MARINE INSURANCES							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 \$1,739 }	\$150,494	\$17 for 1903	\$320 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$362,366 \$371,445 }	Nil.	\$4 1/2 for year ended 30.4.1904	\$70
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	Tls. 82 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 \$2,000,000 \$377,749 \$893,110 \$700,000 }	\$2,078,997	\$35 for 1903	\$700 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$37,704 \$1,000,000 \$218,893 \$2,241 }	\$486,284	\$12 and \$3 special dividend for 1903	\$172 1/2
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$10	{ \$18,000 \$85,439 \$250,000 \$600,000 }	\$339,047	\$6 dividend & \$1 bonus for 1903	\$87 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,200,000 \$1,200,000 }	\$360,372	\$34 for 1903	\$305
SHIPPING, TRADING AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$18,000 }	\$8,852	\$1 for 1904	\$10
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$4,000,000 \$2,000,000 }	Nil.	\$2 for year ended 30.6.1904	\$35 1/2 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$158,444 \$1,200,000 }	\$26,160	\$1 for second half-year 1904	\$27 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £205,000 £100,000 }	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	\$98 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 25,000 Tls. 4,000,000 }	Tls. 43,762	{ Tls. 2 1/2 final making Tls. 4 1/2 for 1904 Tls. 1 1/2 final making Tls. 3 1/2 for 1904 }	Tls. 61 Tls. 50 22 1/2 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £4,116 £4,000,000 }	£58,852	Interim of 1/- (Coupon No. 5) for 1904	\$35 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$400,000 \$21,775 \$130,123 }	\$929	{ \$1.80 \$0.90 } for year ending 30.4.1905	\$37 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	{ Tls. 120,000 Tls. 276,679 }	\$21,231	\$10 for 1904	\$142
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 120,000 Tls. 276,679 }	Tls. 6,190	Final of Tls. 14 making Tls. 34 for 1904	Tls. 30
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 \$100,000 }	Dr. \$85,812	Final of \$15 making \$20 for 1904	\$210 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$100,000 Tls. 100,000 }	Dr. \$85,812	\$3 for 1897	\$31 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	Tls. 70 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £40,000 none }	£7,820	Interim of 1/- (No. 4)	Tls. 7 1/2 buyers
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	{ none none }	Dr. £4,029	Interim of 50 cents (gold) for 1905 (No. 5)	C. \$17 ex div.
Pauk Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 Fcs. 251,137 Fcs. 1,329,652 }	£4,029	No. 12 of 1/- = 48 cents	\$64 buyers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,137 Fcs. 1,329,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	\$400
DOCKS, WHARVES & GODOWNS.							
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$70,000 }	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	Tls. 141 buyers
Fenwick (Geo.) & Co., Limited	6,000	\$25	\$25	{ \$70,000 \$58,423 }	\$8,577	\$3.75 for 1904	\$20 ex. new
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$100,000 \$100,000 \$300,000 \$250,000 }	\$29,422	Final of \$2 1/2 making \$5 for 1904	\$95 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$33,500 \$10,000 }	\$498,289	{ \$6 dividend and \$1 bonus for 2nd half- year 1904 \$10 div. & \$5 bonus for year end. 30/6/04 \$14 for 1903 \$10 div. and \$1 1/2 bonus \$7 dividend } for 1903	\$195 sales \$270 \$18 sellers \$250 \$11 1/2
Howarth Esquire, Limited	12,000	\$100	\$100	{ \$60,000 \$55,500 }	\$489	Final of Tls. 6 making Tls. 10 for 1904	Tls. 135 sales
New Amoy Dock Company, Limited	6,000	\$64	\$64	{ \$15,000 \$15,000 }	\$49,936	Final of 60 cents making \$1.80 for 1904	\$18 sales
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	{ \$15,000 Tls. 487,210 Tls. 59,880 }	Tls. 10,711	Final of 60 cents making \$1.80 for 1904	\$100
Shanghai and Hongkew Wharf Company	34,000	Tls. 100	Tls. 100	{ Tls. 59,880 Tls			